merchants could transport the goo Pulimuttukadavu and Sast ankotta should be other landing places. It would, ma oad. vessels from Bombay, Jaffna, Tutico ning from Kuttivettam eastw ard to the 4th mile- landing places. There was already fit for wheeled traffic. be enough if the Government impr

Dewan's reply.—The mainte *odu* at Pavumpa was formerly accessible for small being attended to by the Departmen row and covered up on acc ount of neglect. If be taken up by the Municipal Counci cted over it, communicatio n would be greatly the Iron bridge, the acquisition of la titioning for a long time past t for the improve- and Rs. 80,000. The road is within a and Pulimudu. In regar d to the last road should submit a scheme, and if the M t its need was badly felt by the peop le of it may open correspondence with th standing as to the proportion of the vo works will be executed. The third work, *viz.*, Municipal Council with whom the r do the work entirely out of their ow

ankulam.

An estimate was ordered to b Trading Classes, Kayankulam) first referred to Neendakara bar and the estimate ha nce of the town of Kayankulam and observed that lakhs. I am not sure that the v f Alleppey and Quilon, was not receiving, at the a large expenditure. I shall myself ntion proportionate to its importance as a great it investigated. The local people w Government had been systematically trying to money on this project will then be d uch public offices and institutions as the District ourt, the Assistant Engineer's headquarters, the

67. Needs of Mavelikara with river and the silting of the canal leadi the prayer of the people in that respect might be He suggested that the following works might be

Mr. N. G. Paramesvaran Pil following needs of the taluk :—

(1) construction of groyn lanes in the town into gravelled roads with properties situated on the southern b recommended by the Kayankulam Municipality the Kuttamperur canal which is the e was on tour there. The widening of the other Tiruvalla and other places; et to the canal in the south, was recommended count of its insanitary condition.

(2) improvements to the T boat basin, which had already been sanctioned.

(3) blasting of rocks on th am canal in a straight line westwards to join the

(4) improvements to the A so as to save boats from danger at the spot called ion of the lake, and to develop the traffic between

Dewan's reply.—With regard ng the Tazhathodu which connected the Kayan- kara river, let me tell you that it has t improving that *thodu* so as to allow the free Chief Engineer says that he has mad es. watch the effect of it.

In regard to the Tazhakkara *t* for the account books of the merchants of Kayan- I visited Mavelikara last. I do not m instead of at Haripad, for assessing income-tax, Engineer says that he has not got at onsiderable worry and loss to those merchants. look into the papers and see what can

You have referred to the neces w being investigated. the river above Kollakadavu. This w of which you showed me when I was at Kayan-

The Arattupuzha-Todiyil can e roads should be improved by the Government. be investigated and I shall ask the Ch uld also be constructed on either side of the ary drains are unnecessary. There are earthen they are sufficient. The two roads are within

68. Needs of the ryots in Mavelik bridges and drainage facilities. ipal Council would approach Government and

Mr. K. Krishna Panikkan gard to these roads, they could be improved. between Kayankulam and Mavelikara ible. mile from each other, should be conn not done anything till now.

He also prayed that the road ood deal. We have spent Rs. 12,000 for the should be gravelled and that the culv road from Kayankulam to A dur and the road Mavelikara road should be provided and we are carrying out many other works. ing has been done.

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Dewan.—We have been spending money. Otherwise, how have all these roads been constructed? We will do what we can for Kayankulam. You cannot expect all the expenditure to be concentrated on Kayankulam.

In regard to the deepening and widening of the Tazhathodu, the matter requires investigation.

In regard to income tax, the inconvenience you pointed out will be enquired into.

72. Means of communication in the Kartikapalli taluk.

Mr. Kumaran Velayudhan (Member, Kartikapalli Taluk) began with a comparison of his taluk with other taluks of the State in the matter of revenue and population and gave some figures as regards the area and population of the taluk, as well as the receipts therefrom under the several items of revenue. The Member said that the people of his taluk were mostly agriculturists, and that, as the soil was not fertile, manure had to be transported from great distances which was not possible at present owing to the absence of good roads or canals. He complained that the Government had not yet done anything to redress their grievances in spite of repeated representations in the Assembly. He said he had nothing to add to what had already been placed before the Government and drew their pointed attention to the following roads:—

(1) *Kayankulam-Nangiarkulangara road.*—That road was 6 miles in length. It was a good approach road to the Kayankulam town. At present people could not conveniently travel from Kayankulam, and that defect could be removed if the said road was maintained in proper order.

(2) *Haripad-Tottapalli road.*—That was part of the Quilon-Alleppey road. The people of his taluk had to go to Alleppey for court business. Two miles of the above road were gravelled last year. When the Dewan inspected the place last year he had promised to arrange for its improvement, but not only was nothing done in that direction, but a diversion of Rs. 3,000 appeared to have been made from the provision of Rs. 14,000 made for the work in the current year's budget. The Member prayed that the road might be improved without further delay.

(3) *Trikkunnapuzha road.*—That road connected the Kartikapalli market with Trikkunnapuzha on the sea cost. The road which was two miles long was in a completely neglected and impassable condition. It was the only approach road to the Kartikapalli market. There was no other outlet road to convey fish for sale to Kayankulam, Mavelikara and other places from the Trikkunnapuzha sea coast. Traffic was seriously hampered by ruts and pits and the Member prayed that this road might also be repaired.

The Member next submitted that *thodus* were indispensable for the cultivation of the *punja* lands of the taluk and mentioned the following as requiring immediate attention.

(1) Mundattinkara *thodu* connecting the Kollakadavu river with the Nelpura *thodu via* Kodunthar. There were about 7,000 *paras* of *punja* lands to the east of the Nelpura, and the owners of the lands on either side of the *thodu* down the Nelpura had encroached upon the *thodu* and closed it, with the result that the quality of the *punja* soil had considerably deteriorated. The Member prayed that the said *thodu* might be repaired for the benefit of the *punja* lands affected.

The Tana *thodu* which ran across the middle of the taluk from north to south had become accessible for boat traffic only during the rainy season. That was the only means for the transport of manure to the lands on either side of the *thodu* as well as for merchandise from Alleppey to Haripad and other places. Some money was being spent by the Department of Public Works on its maintenance annually, but the result was unsatisfactory. He prayed that the *thodu* might be improved so as to afford facilities for canoe traffic throughout the year.

Dewan's reply.—Funds for the straight road from Kayankulam to Nangiarkulangara will be provided in the next year's budget. The main Ambalapuzha-Haripad road *via* Karuvatta and Tottapalli will be hurried up. After these two

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